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ARMY TEST AND EVALUATION COMMAND ABERDEEN PROVING GRO--ETC F/G 1/3  
ARRIVAL INSPECTIONS/PRE-OPERATIONAL INSPECTIONS (AVIATION MATER--ETC(U))  
AUG 77 R L MILLER

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| REPORT DOCUMENTATION PAGE   |                       |   | READ INSTRUCTIONS<br>BEFORE COMPLETING FORM |
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| 18. SUPPLEMENTARY NOTES   |                       |   |   |
| 19. KEY WORDS (Continue on reverse side if necessary and identify by block number)<br>Arrival Inspections<br>Preoperational Inspections<br>Inspections (Pretest)  |                       |   |   |
| 20. ABSTRACT (Continue on reverse side if necessary and identify by block number)<br>18 described<br>Describes a method for evaluation of test item completeness, conditions, and operability upon receipt for testing. Identifies the facilities and equipment required. Provides procedures for documents, arrival, receiving, packaging, maintenance test package, item, inventory, safety, preoperational and technical inspections. Applicable to aviation materiel. |                       |   |   |

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US ARMY TEST AND EVALUATION COMMAND  
TEST OPERATIONS PROCEDURES

DRSTE-RP-702-106

\*Test Operations Procedures 7-3-503  
AD No.

31 August 1977

ACCESSION NO. 702-106  
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ARRIVAL INSPECTION/PRE-OPERATIONAL INSPECTION  
(AVIATION MATERIEL)

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1. SCOPE. This document identifies inspection methods and techniques necessary to determine the completeness and condition of the aircraft, aircraft systems, subsystems and components, and other aviation-related materiel when received for testing. The procedures contained herein cover the arrival inspection, documents, receiving, packing, test item and Maintenance Test Package (MTP), inventory, technical and pre-operational/technical inspections. Other tests required will be performed in accordance with the appropriate common Test Operations Procedures (TOP).

2. FACILITIES AND INSTRUMENTATION.

2.1 Facilities.

Most aviation materiel tested under these procedures require installation either in or on an aircraft or are used in direct support of an aircraft. Therefore, a typical Army airfield installation with appropriate maintenance hangars and shop facilities will be required to support the test or testbed aircraft.

| <u>CHARACTERISTIC</u> | <u>MINIMUM REQUIREMENTS</u> |
|-----------------------|-----------------------------|
| Runway                | As Required. <sup>1</sup>   |

1. Technical Manual 5-330, Planning and Design of Roads, Airbases and Heliports in the Theater of Operations, 6 September 1968.

\*This TOP supersedes the aviation portion of TOP 1-2-505, 30 June 1972.

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| <u>CHARACTERISTIC</u>               | <u>MINIMUM REQUIREMENTS</u>  |
|-------------------------------------|--|
| Office and Administration Work Area | Sufficient to accommodate the team.  |
| Calibration Shop                    | Capable of calibrating maintenance tools and test equipment furnished to support the test item.  |
| Equipment Storage and Work area     | Capable of providing work area, housing for test item as required and housing for special purpose tools and handling equipment, as required. |

2.2 Instrumentation/Equipment.

| <u>ITEM</u>                             | <u>MINIMUM REQUIREMENTS</u>  |
|---|--|
| Standard Tools Set                      | Operator level, Intermediate (DS/GS) of maintenance authorized to support the test item.   |
| Special Purpose Test and Measuring Sets | Specified in MTP, Technical Manuals, Maintenance Support Plan for use in adjustment, alignment and maintenance of the test item. |
| Tools for Uncrating and Unpacking       | As Required.   |
| Material Handling Equipment             | As Required.   |
| Photographic Equipment                  | Standard still camera with black/white and colored film.   |
| Comparison Items                        | When Specified.  |

3. PREPARATION FOR TEST.

3.1 Facilities.

The test facilities should be in normal operating condition with, as a minimum, those maintenance shops required to support the test item equipped and functioning. Testing will normally be conducted at an

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established facility which will require a minimum preparation and/or setup time. When testing is to be conducted at locations other than at the established facility, the required equipment and facilities not available at that location must be provided through coordination with appropriate agencies or shipped from the US Army Aircraft Development Test Activity, as applicable.

3.2 Equipment Publications and Test Documents.

The test project officer/engineer and safety personnel shall:

- a. Review the test directive received from higher headquarters to gain a clear understanding of the test objectives.
- b. Thoroughly study the materiel being tested and used for testing, to include specifically, operational, technical, and maintenance documents as may be pertinent to or affected by the arrival inspection and the pre-operational inspection of the test item.
- c. Conduct a thorough study of the safety statement or release. Assure that safety requirements and the need for safety equipment specified in the test directive are complied with.
- d. When a reference or comparison item is used, it will be subjected to the same tests as those applied to in the test item.

3.3 Instrumentation.

Plan for the use of photography and other instrumentation whenever possible to document findings and to quantify inspection results.

3.4 Data Required.

Prepare record forms for the systematic entry of data, chronology of test, and evaluation of the test item's readiness to start the development test (DT).

4. TEST CONTROLS.

These evaluations will be conducted with properly trained military operators and maintainers wherever applicable, to insure the system is operated in the same manner as it will be by the prospective user. Further, testing will not be initiated until disposition of deficiencies noted during these inspections have been accomplished.

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5. PERFORMANCE TEST/INSPECTIONS.

5.1 Arrival Inspection.

a. Objective.

To verify the completeness and to determine the condition of the test item, its systems, subsystems, and components when received for testing.

b. Method. (Those methods not appropriate to the test item may be deleted.)

(1) Documents Inspection.

(a) Record the following information from the shipping or transfer documents for each test item received:

Nomenclature:  
Manufacturer:  
Model Number:  
Serial Number:  
Federal Stock Number:

(b) The marking on the package, container or crate will be checked against the shipping document for correctness and results will be recorded.

(c) The data plate on the test item will be checked against the shipping document for correctness and the results recorded.

(d) Data in paragraph b(1)(a) above for the major components will be recorded, if applicable.

(e) Record the test item arrival data and mode of transportation, as required.

(f) Record the operating hour, mileage, round or other appropriate measures of test item usage.

(g) Check, to insure that log books, where required, are present and up to date.

(2) Receiving Inspection.

(a) Inspect the aircraft for structural soundness, freedom of movement of control surfaces at proper operation of basic flight controls and instruments, and installed communication, navigations and safety systems.

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- (b) Arrange for required preventive maintenance checks to be performed and insure that engine and flight records properly reflect the test aircraft history.
- (c) Take oil samples from aircraft engine, transmission(s), or gearbox, as appropriate. Follow the procedures detailed in TB 6650-300-15.<sup>2</sup>
- (d) Record the general condition of all boxes, crates and containers.
- (e) Inspect the test item and MTP in the shipping configuration for any visible damage before uncrating or unpacking and record the results.
- (f) Photograph any damage or defect discovered during these inspections and complete Equipment Performance Report forms for each discrepancy noted.
- (g) Photograph the test item and MTP in the shipping configuration.

(3) Packing Inspection (As appropriate)

- (a) Uncrate and unpack the test item and the MTP. Record and photograph any observed damage.
- (b) Inspect the crating and packing of the test item for damage.
- (c) Determine the adequacy of the internal packing material for protection of the equipment.
- (d) Inspect reusable containers for adequacy of protection.
- (e) Determine if the crating is adequate to protect the test item and the MTP.
- (f) Record any difficulties encountered when uncrating the test item and MTP and note the adequacy of instructions and tools required.

(4) Test Item and Maintenance Test Package Inspection.

(After unpacking, record the results.)

- (a) Inspect the following items of the MTP for damage and/or calibration:
  - (1) Tools.
  - (2) Test Equipment.

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2. US Army Technical Bulletin, TB 6650-300-15, Spectrometer Oil Analysis.

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- (3) Technical Literature.
- (4) Repair Parts.
- (5) Support and Ground Handling Equipment.
- (6) Shop Facilities.

(b) After unpacking, inspect the test item for damage and/or calibration.

(5) Inventory Inspection. (Record results.)

- (a) Inventory the test item and the MTP against the packing list and against the list provided by the project/commodity manager.
- (b) Inventory the tools and test equipment against the correct supply catalog or packing list.
- (c) Inventory the repair parts against repair parts technical literature (if available).
- (d) Report shortages by Equipment Performance Report per TECOM Supplement 1 to AMCR 700-38.<sup>3</sup>

(6) Technical Inspection. (Record results.)

- (a) Inspect the test item/aircraft using the operator and organizational technical manual provided with the system (if available). When technical manuals are not available, this inspection should be conducted using the best source data available to include the experience of the project officer/engineer. Subject the items in the MTP to the same technical inspection.
- (b) Photograph the test item and the MTP.

(7) Safety Inspection. (Record results.)

Inspect the test item and the items of the MTP for safety hazards without power applied. Photograph any hazards, if practical. Note particularly any electrical hazards which may result from improper grounding and exposed contact points that may carry dangerous potential (voltage). Assure that all such points are adequately labeled. Also inspect to insure that mechanical items (and weapons, as appropriate), will not damage the aircraft or interfere with controls when the test item is operated through its entire dynamic range.

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3. TECOM Supplement 1 to AMCR 700-38, Test and Evaluation, Incidents Disclosed During Materiel Testing, 16 May 1975.

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c. Data Required.

(1) Status of the aircraft/test item to include defects noted during inspection.

(2) Preventive maintenance and/or calibration performed.

(3) Analysis of oil samples taken prior to evaluation.

(4) Documentation of discrepancies noted in the documents, receiving, packing, test item and Maintenance Test Package, inventory, technical and safety inspection.

5.2 Pre-Operational Inspections.

a. Objective.

To determine the operational status of the aircraft/test item prior to initiation of a test and to provide a baseline upon which performance or malfunctions during the test can be measured.

b. Method.

(1) Conduct all pre-operational checks or procedures outlined in the technical manuals. If the technical manuals are not available, use the best source documents available, including technical manuals of like or similar equipment.

(2) If power source is to be used as part of the pre-operational checks, particularly external power, check source for proper operational functions and servicing and assure that voltage and current characteristics are compatible with the test item/aircraft.

(3) Apply power to the test item. Insure all systems which can be operated are operating properly. Check for unusual conditions (e.g., smoke, excessive noise, vibration, etc.).

(4) Note all readings on integral instruments, meters, and other indicating devices. Make the adjustments necessary for proper meter readings as specified in the technical manuals.

(5) Assure that all controls intended for use by the test item operator(s) will operate throughout their range and associated responses will be noted. All incorrect responses and improper functioning will be noted and recorded.

(6) All necessary items will be used and checked for proper operation.

(7) All equipment that can be calibrated will be.

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c. Data Required.

- (1) Record of all problem areas or incorrect readings, control responses or calibration.
- (2) Record of all parameters which result in base line data.
- (3) Photograph of any damage noted.

6. DATA REDUCTION AND PRESENTATION.

a. The inspection results will be presented in narrative form, supplemented by tables, charts, graphs, and photographs, as required to present results clearly and accurately. The results will be reviewed and analyzed to classify any deficiencies or shortcomings, where appropriate.

b. The results of these inspections will be compared against those criteria specified in the requirements documents to determine if the criteria were met. Any specific criteria not met will be classified as a deficiency or shortcoming, as appropriate. Supporting rationale will be provided when deficiencies are noted. In both cases, assessment of the impact of the deficiency on the operational capability of the test item will be included.

Recommended changes to this publication should be forwarded to: Commander, US Army Test and Evaluation Command, ATTN: DRSTE-ME, Aberdeen Proving Ground, MD 21005. Technical information may be obtained from the preparing activity: Commander, US Army Aircraft Development Test Activity, Fort Rucker, AL 36362. Additional copies are available from the Defense Documentation Center, Cameron Station, Alexandria, VA 22314. This document is identified by the accession number (AD No.) printed on the first page.

APPENDIX ASAMPLE CHECKLIST1. ARRIVAL INSPECTION:

Consider the following:

a. Documents Inspection:

(1) Are the following, as applicable, recorded from the shipping or transfer documents for each test item?

Nomenclature:  
Manufacturer:  
Model Number:  
Serial Number:  
Federal Stock Number:

(2) Are the markings on the packages, containers or crates correctly labeled in accordance with the shipping documents?

(3) Does the data plate on the test item(s) correspond with the shipping documents?

(4) Is the test item arrival condition and mode of transportation satisfactory?

(5) Is the operating hour, mileage, or other appropriate measures of test item usage available and accurately recorded?

(6) Are log book present and up to date, where required?

b. Receiving Inspection:

(1) Is the aircraft structurally sound (if applicable)?

(2) Is there adequate freedom of movement of the control surfaces during proper operation of basic flight controls and instruments, and installed communication, navigation and safety systems (if applicable)?

(3) Have the required preventive maintenance checks been performed?

(4) Does the engine and flight records properly reflect the test aircraft history (if applicable)?

(5) Have oil samples from aircraft engine, transmission(s) or gearboxes, as appropriate, been taken?

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(6) Is the general condition of all boxes, crates and containers acceptable?

(7) Is there any visible damage to the test item or the Maintenance Test Package prior to uncrating or unpacking?

(8) Are photographs taken of any damage or defect discovered?

(9) Are Equipment Performance Reports prepared for each discrepancy noted?

(10) Is the test item and Maintenance Test Package photographed in the shipping configuration?

c. Packing Inspection: (As appropriate)

(1) Is there any visible damage to the test item and Maintenance Test Package during uncrating and unpacking?

(2) Are photographs made of any visible damage?

(3) Is the crating and packing of the test item satisfactory?

(4) Is the internal packing material adequate for the protection of the equipment?

(5) Are the reusable containers adequate for protection?

(6) Are any difficulties encountered during uncrating the test item and Maintenance Test Package?

(7) Are adequate instructions and required tools provided?

d. Test Item and Maintenance Test Package Inspection:

(1) Are the items included in the Maintenance Test Package; i.e., tools, test equipment, technical literature, repair parts, support and ground handling equipment, shop facilities, etc., damaged or in need of calibration?

(2) Is the test item damaged or in need of calibration?

e. Inventory Inspection:

(1) Does the test item and the Maintenance Test Package agree with the packing list and the list provided by the project/commodity manager?

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(2) Are the proper tools and test equipment provided in accordance with the supply catalog or packing list.

(3) Are the proper repair parts provided in accordance with the repair parts technical literature?

(4) Are shortages, if any, reported by the Equipment Performance Report?

f. Technical Inspection:

(1) Is the test item/aircraft inspected in accordance with the operator and organizational technical manuals provided with the system or other best source data available?

(2) Are the items in the Maintenance Test Package inspected in accordance with the operator and organizational technical manuals provided with the system or other best source data available?

g. Safety Inspection:

(1) Are the test item and items included in the Maintenance Test Package inspected for safety hazards prior to power being applied?

(2) Are photographs made of any hazards noted?

(3) Are exposed contact points, if any, adequately labeled?

(4) Are any electrical hazards noted?

(5) Are all mechanical items checked for compatibility with the aircraft and to insure no damage to the aircraft or interference with the controls will result when the test item is operated?

(6) Are all discrepancies documented?

2. PRE-OPERATIONAL INSPECTION:

a. Are all pre-operational checks or procedures conducted as outlined in the technical manuals or other best source documents available.

b. Is the power source adequate for proper operational functions and servicing?

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- c. Are the voltage and current characteristics compatible with the test item/aircraft?
- d. Are there any unusual conditions (e.g., smoke, excessive noise, vibration, etc.) when power is applied to the test item?
- e. Are readings on integral instruments, meters, and other indicating devices noted?
- f. Are adjustments necessary for proper meter readings as specified in the technical manuals?
- g. Are all controls intended for use by the test item operator(s) operable throughout their range. Are associated responses noted?
- h. Are improper responses and improper functionings noted?
- i. Are all necessary items used and checked for proper operation.
- j. Has calibration been accomplished on all equipment requiring it?

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APPENDIX B

DATA FORMS

(ATTACHED)

CARD CODE: 1  
(1)

FLIGHT DATA  
(U.S.A.V.N.T.D) Memo 7502  
**BEST AVAILABLE COPY**

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1. Left Code 2-3 2. Flt No. 4-5 3. Julian Date 6-9  
4. Profile No. 10-11 5. No. of Landings 12-13 (R Just) (Left S/N) (Date: Da, Mo, Year)  
6. Flt Scheduled 14-16 (R Just) 7. Flt Pwr 17-19 (R Just) (Pilot's Name) (Gunner/Observer Name)  
8. Flt lost due to: 10-22 Maintenance (R Just) 17. Pressure Alt (29.92) (Prior to take off) QAT  
Supply (R Just) 18. Was mission aborted Yes No. If "yes" what subsystem failed?  
23-25 Weather (R Just) Code "1" Airframe \_\_\_\_\_ Code "2" Engines \_\_\_\_\_  
26-28 Administration (R Just) Code "3" Avionics \_\_\_\_\_ Code "4" AMM \_\_\_\_\_  
29-31 (R Just) 19. Remarks \_\_\_\_\_  
32 \_\_\_\_\_  
9. Mission "S" for Success, "A" for Abort)

10. Subsystem Failed 33-37 (If Mission was aborted, enter code (R Just) of subsystem which failed.)  
11. Fuel Added 38-41 (R Just) 12. Fuel Grade 42-45 (L Just)  
13. 011 Added No. 1 Eng 46-47 (R Just) No. 2 Eng 48-49 (R Just)  
14. 011 Grade No. 1 Eng 50-54 (L Just) No. 2 Eng 55-59 (L Just)  
15. Eng Starts No. 1 Eng 60-61 (R Just) No. 2 Eng 62-63 (R Just)  
16. Control Number (Flt. No. Designator) 64-67 (L Just)  
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Instructions for Completing Flight Data STEBG- Form 2-3

Block

- 1 Refer to aircraft and engine code list for applicable code. Completed by statistical clerk.
- 2 Sequence of flights for the day. Completed by pilot.
- 3 Completed by statistical clerk.
- 4 Completed by pilot.
- 5 Completed by pilot.
- 6 Profile duration. Completed by pilot.
- 7 Should be same as hours scheduled unless mission was unsuccessful. If unsuccessful, the time difference should be shown in block 8, columns 20-31. Completed by pilot.
- 8 Enter amount of scheduled flight time lost after appropriate reason. These columns plus Hours Flown (cols. 17-19) should equal Hours Scheduled (cols. 14-16). Completed by pilot.
- 9 Completed by pilot.
- 10 If mission was aborted, enter code of subsystem which failed. Refer to right side of Flight Data form for applicable subsystem code. Completed by pilot.
- 11 Leave blank if no fuel was added. Completed by pilot after each flight. Statistical clerk verifies data by referring to Maintainability and Reliability Data STEBG-TD Form 5-1, block 11.
- 12 Leave blank if no fuel was added. Completed by pilot after each flight. Statistical clerk verifies data by referring to Maintainability and Reliability Data STEBG-TD Form 5-1, block 11.
- 13 Leave blank if no oil was added. completed by pilot after each flight. Statistical clerk verifies data by referring to Maintainability and Reliability Data STEBG-TD Form 5-1, block 12.
- 14 Leave blank if no oil was added. Completed by pilot after each flight. Statistical clerk verifies data by referring to Maintainability and Reliability Data STEBG-TD Form 5-1, block 12.
- 15 Numbers will be Arabic rather than Roman numerals. Completed by pilot.
- 16 Enter flight number (ie. 24th flight of Aircraft during test would be 0024). Completed by pilot.
- 17-19 Completed by pilot.
- 20 Each time engine starts, engine temperature will be recorded.
- 21-25 Completed by pilot.

(CONTINUATION OF REMARKS)

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CARD CODE: 2

## MAINTENANCE DATA

( USAVNTBD MEMO 150-2 )

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Instructions for completing Maintenance Data, STBU-44 Form 5-2

Block

1 Calendar date discrepancy was written up.  
2 Self explanatory.

3 Refer to aircraft and engine code list for applicable code.  
4 Refer to Maintenance Allocation Chart (MAC) of a specific aircraft for applicable code.

5 Julian date discrepancy was completely cleared up, including test flights and operational checks.

6 Number assigned to each discrepancy to use as a means of reference.

7 Self explanatory. Convert minutes to tenths.

8 Self explanatory.

9 Used only when more than one page is required for one discrepancy.  
10 This code is assigned to each fault to indicate when the failure was first detected. Refer to code list for the proper identification code.

11 Review block 19 and determine the materiel failure classification; refer to applicable code.

12 Review block 21 and determine action taken to correct the malfunction. Refer to action code list for applicable code.

13 Analyze block 19 and 21 and determine what echelon of maintenance is performed.

14 Amount of time expended to correct a malfunction. Convert minutes to tenths.

15 Total maintenance manhours expended to correct a discrepancy. Convert minutes to hundredths.

16 Review Fault (block 19) to determine if maintenance performed was scheduled or unscheduled. Check applicable alphabetic letter.

17 A.B.C.

18 Self explanatory

19 Self explanatory

20 Review, analyze and evaluate each fault and/or remark. Insure that each maintenance action is listed on a separate sheet with the related items (items removed to gain access) on same page. Review fault to insure that statements are complete and factual. Reward, when necessary, to more clearly describe the fault or to shorten to limits of card spaces (15-57). A block is left blank for statistical

clerk to rewrite the fault. Analyze each fault to determine which are chargeable and non-chargeable entries. Non-chargeable entries will be identified by a check mark in the upper right hand corner.

Example of non-chargeable functions are (1) Marking TBO samples. (2) Installing water tanks for purpose of weight. (3) Removing and installing special test items. (4) Removing an item to install higher time TBO samples. (5) Removing parts from damaged aircraft to repair other aircraft. Anytime a numeric zero is used in describing the fault, a slash (/) should be through the zero. Example: station 450. The following symbols should not be used in describing jobs as they will not print on the computer listing: commas(,); periods(.); slash(/); number sign(#); symbol(&). Authorized abbreviations may be used to shorten lengthy descriptions.

Each time there is a subsystem failure, the code 1, 2, 3, or 4 will be entered in this block. Refer to applicable code list for correct code. Scheduled write-ups will not have a subsystem failure.

Action taken to correct a discrepancy.

Signature of person stating that the discrepancy has been corrected.

Time expended to prepare for correction of discrepancy.

If manual is incorrect, Form DA 2028 is submitted. If 2028 is submitted, enter yes in this column.

If not, leave blank.

If an Equipment Improvement Report was submitted in a discrepancy, enter yes in this column.

Time expended to correct main write-up. Convert minutes to tenths.

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CARP CCF:

PARTS DATA  
(UNSAVED Memo 750-2)

**Instructions for Completing Parts Data STEBG-MU Form 5-5**

**OLD PARTS**

**Block**

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- 1 Refer to aircraft and engine code list for applicable code. Completed by maintenance personnel.
- 2 Refer to Maintenance Allocation Chart (MAC) of a specific aircraft for applicable code. Completed by maintenance personnel.
- 3 Julian date part was replaced. Completed by maintenance personnel.
- 4 Review maintenance entry which required replacement of part and assure that both maintenance write-up and part replaced reflect the same control number. Completed by maintenance personnel.
- 5 Name of old part as listed in technical manual. Completed by maintenance personnel.
- 6 Number used to identify old part. Always use Federal Stock Number (FSN) if available. If no FSN is shown, then use Part Number. Completed by maintenance personnel.
- 7 Shows if an item is funded or non-funded. Completed by statistical clerk.
- 8 Should be shown in hours and tenths. Completed by maintenance personnel.
- 9 Number of hours a particular part attains when on an aircraft for a given period. Should be shown in hours and tenths. Completed by maintenance personnel.
- 10 Number of parts replaced. Completed by maintenance personnel.
- 11 Review "Fault." Maintenance Data STEBG-TD Form 5-2, block 19, and determine the position from which the part was removed and refer to code list for applicable code. Completed by maintenance personnel.
- 12 If no serial number, leave blank. Completed by maintenance personnel.
- 13 Should be same as block 13 of Maintenance Data STEBG-TD Form 5-2.
- 14 Cost will be rounded off to the nearest dollar. Completed by statistical clerk.
- 15 Review "Fault," Maintenance Data STEBG-TD Form 5-2, block 19, to determine reason for failure of part and refer to code list for applicable code. Completed by maintenance personnel.

**NEW PARTS**

- 1 Name of new part as listed in technical manual. Completed by maintenance personnel.
- 2 Number used to identify new part. Completed by maintenance personnel.
- 3 Completed by maintenance personnel.
- 4 Total time on part going on aircraft. Completed by maintenance personnel.
- 5 Self explanatory.

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## Maintainability and Reliability Data

(USMA/VERB Memo 750-2)

Name of Cancer Hospital or Health Center

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Instructions for Completing Maintainability and Reliability Data STEC-MI Form 5-1

Block

- 1 The date the aircraft flies.
- 2-5 Self explanatory.
- 6 Numbered consecutively from first form initiated.
- 7-16 Self explanatory
- 17 Provides oil sample due date. Enter date or aircraft hours when oil sample is due.
- 18 Initial block corresponding to the flight number if flight is OK. If not OK, state "no" and enter discrepancy on Maintenance Data.